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COUNTRY East Germany REPORT

TOPIC Gross Doelln Airfield 25X1

EVALUATION                      PLACE OBTAINED                      25X1

DATE OF CONTENT                      25X1

DATE OBTAINED                      DATE PREPARED 28 April 1955 25X1

REFERENCES                      25X1

PAGES 3 ENCLOSURES (NO. & TYPE)                     

REMARKS                     

This is UNEVALUATED Information 25X1

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1. Shipments to Gross Doelln

22 March. A train of 25 tank cars left Vogelsang railroad station near Gross Doelln for Gross Doelln airfield.                      25X1

                     an air unit was expected because the large fuel containers at the field were full.

24 March. A military train of about 50 flatcars with track-laying vehicles,  and machines and 15 boxcars with troops arrived at Vogelsang  for dispatch to Gross Doelln. No weapons were observed . 25X1

25 March. At 0800, a ~~train~~ loaded with AA guns and trucks and some express-train coaches with women and children moved from north to south.

30 March.                      two trains with tank cars had moved to Gross Doelln. On the same day, a train for Gross Doelln arrived in Vogelsang. The train consisted of

- 4 boxcars with EM wearing black-bordered blue epaulets,
- 14 tank truck trailers,
- 10 tank trucks
- 1 large 3-axle tank truck, presumably a semitrailer,
- 10 to 15 caterpillar tractors,
- 10 to 12 trucks,
- 4 ground scrapers,
- 1 field kitchen.

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The machines were in good condition. During the stay in Vogelsang, the personnel were fed from the field kitchen.

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1 April. At 1900, a train of 6 express-train coaches with women and children, 1 diner, and 40 to 50 boxcars with EM wearing black-bordered blue epaulets left Vogelsang railroad station for Gross Doelln.

2. Truck column

On 30 March, a truck column loaded with a large set arrived in Gross Doelln. [ ] the set had arrived by rail in Frankfurt/Oder on 24 March where they took over the set because it could not be dispatched on the German railway.<sup>1</sup>

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3. Unloading of bombs

[ ] workers in Gross Doelln were engaged in derusting large fuel containers.<sup>3</sup> According to rumors, the arrival of aircraft was expected in Gross Doelln because all workers were assigned to clearing work on the runway and taxiways.<sup>2</sup>

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4. Occupation

In late March, a Soviet Air Force unit of an unidentified strength arrived by rail at Gross Doelln airfield. The quartering buildings were fully occupied. [ ] Individual twin-engine transports took off and landed at the field. Work started on the establishment of lamps along the southern side of the runway.<sup>1</sup>

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5. Ammunition dump

In late March, bombs were unloaded in ammunition dump I. Three sheds were full of bombs. Additional bombs were stored in front of the sheds and on the ramps. The bombs were of medium and light calibers. The former were 1.2 to 1.3 meters long and 30 cm in diameter and the latter 90 to 100 cm long and 15 to 20 cm in diameter. The construction of a second ammunition dump was apparently started east of dump I. A spur track to the new site was completed except for the ballast between the sleepers.<sup>2</sup>

6. Fuel dump

During the last days in March, the fuel containers in the fuel dump were filled from tank trucks.<sup>3</sup>

7. Excavation work

Excavation work was observed at the following sites:

- a. New quartering buildings on both sides of the new road in Jagen 94/95. For lack of bricks, 20 prefabricated wooden houses of Finnish structure were to be erected instead of brick buildings.
- b. Individual buildings near Puettgestell in Jagen 160/192. The excavated site measured about 25 x 50 x 5 to 6 meters.
- c. Guardhouse, about 10 x 20 meters, east of Vietmannsdorf- Gross Doelln road at the corner where the approach road turns to the ramps.
- d. Club house, about 20 x 30 meters, north of the quartering buildings in the southeastern corner of Jagen 161.

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Excavation work was also observed south of the kitchen building opposite the Finnish steam bath, where a U-shaped building like the kitchen building was to be constructed. The utilization of the new building which was to be built without a cellar was not known.

1. Comment. According to available information, the following shipments moved to Gross Doelln prior to 1 April 1955:

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16 March, furniture from Teltow, by rail  
 18 March, furniture from Teltow, by rail  
 23 March, 25 officers and 300 EM wearing black-bordered blue epaulets by truck  
 24 March, 50 railroad cars, including 15 boxcars with EM, 35 flatcars with track-laying vehicles, machines and trucks prior to prior to 25 March, 28 railroad tank cars  
 30 March, 10 tank trucks, 14 tank truck trailers, about 12 caterpillar tractors, 10 trucks, 3 ground scrapers, 1 field kitchen, 4 boxcars with EM wearing black-bordered blue epaulets  
 31 March, billeting and construction equipment, 20 trucks and caterpillar tractors from Wildpark  
 1 April, 6 express-train coaches with officers and dependents, about 11 boxcars with EM wearing black-bordered blue epaulets and equipment, 32 flatcars

The type of shipments indicates that air force construction units and ground personnel of the Soviet Air Force arrived. In connection with other observations it seems that an air unit will soon arrive in Gross Doelln.

The type of the set which arrived on the truck column on 31 March is not known. It is assumed that it is a radar set, possibly a Token-type set.

2. Comment. The storage of bombs at Gross Doelln airfield is reported for the first time. The reported dimensions indicate that the bombs presumably are of models FAB 50 and FAB 100. A second spur track is being laid in ammunition dump I in Jagen 115. It is assumed that the dump will presumably be enlarged.

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3. Comment. Fuel dump I has a capacity of 1,600 cubic meters. The fuel shipments required for filling the dump to capacity have presumably not been observed. Work on other fuel containers indicates that a second dump will possibly be established in Jagen 157.

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4. Comment. The construction of additional quartering buildings in Jagen 94/95 appears possible. The building at the edge of Jagen 160 and Jagen 192 will presumably house the flight control station.

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